

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

DC-CEM-4903 (OLD HC-39 REV. 6/93) CT# 7541-3544-0

DATE

TO			FILE E.A
FROM			
CCO NO.	SUPPLEMENT NO.	CATEGORY CODE: 2 A 9	CONTINGENCY BALANCE (Including this change):
\$ XXXX.XX	INCR	DECR X	HEADQUARTERS APPROVAL REQUIRED? YES X NO
SUPPLEMENTAL FUNDS PROVIDED \$ 0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? YES X NO

THIS CHANGE ORDER PROVIDES FOR: amending the Standard Specifications Section 86-2.04 "Standards, Steel Pedestals and Post" to allow Valmont's "fit for purpose" load test in lieu of California Test 664, for a credit of \$xxxx.xx.

After the intended traffic signal and lighting poles failed California Test Method (CTM) 664, Valmont Industries Inc. proposed a "fit for purpose" load test for testing the longitudinal seam welds. The test procedures were reviewed with some changes made and ultimately approved by Mr. Stan Johnson, Caltrans Office of Design and Technical Services. The test was preformed and witnessed by Mr. Matt Huber, Office of Structural Materials -- METS, on 03/21/02. After reviewing the test results, METS recommended that we accept the poles as being suitable for their intended use as proposed by Valmont Industries Inc.

If this substitution were disallowed, a delay of at least 40 weeks is anticipated due to the fact the material is in very high demand. The Division of Construction has advised all Districts to accept the "fit for purpose" load testing in lieu of CTM 664 as a contractor requested change order, crediting 5% of the invoiced material costs, as proposed by Valmont Industries Inc. It is in the State's best interest to do so, since the intended poles have been deemed acceptable for use by METS, based upon the fit for purpose load testing results.

This change order has been discussed and concurred with by: Jeffrey Johnson, METS; Stan Johnson, DES, Office of Design and Technical Services; Phil Stolarski, Chief, Office of Materials and Engineering Testing Services, and Bob Pieplow, Chief, Division of Construction.

The State will receive a lump sum credit of \$xxxx.xx, accounting for the contractor's proposed 5% of the invoice cost of the traffic signal and lighting poles from the contractor's supplier. Invoices and calculations are on file with the project records.

It is agreed by both parties that contract time will not be adjusted as a result of this change.

CONCURRED BY:		ESTIMATE OF COST	
OVERSIGHT CONSTRUCTION ENGINEER:		ITEMS	THIS REQUEST TOTAL TO DATE
BRIDGE ENGINEER:		FORCE ACCOUNT	
Traffic Operations-Traffic Manager Branch	DATE:	AGREED PRICE	
		ADJUSTMENT	
		TOTAL	\$ 0.00 \$ 0.00
	DATE:	FEDERAL PARTICIPATION	
OTHER (Specify)	DATE:	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART XX <input type="checkbox"/> NONE	
		<input type="checkbox"/> NON-PARTICIPATING (Maintenance) <input type="checkbox"/> NON-PARTICIPATING	
MATERIALS ENGINEER	DATE	FEDERAL SEGREGATION (If more than one funding source or P.I.P type)	
DIST. PRIOR APPROVAL BY:	DATE:	CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
HQ (Issue And Approve) (To Proceed) BY	DATE	NO FEDERAL FUNDING PERCENT	
OVERSIGHT RESIDENT ENGINEER SIGNATURE			